

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:05 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 255 Const Calendar Day: 857 Date: 13-Jan-2012 Friday
Inspector Name: Altamirano, Victor Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM Below 40 12 PM 40 - 50 4PM 40 - 50**Precipitation** **Condition** Clear & SunnyWorking Day ☒ If no, explain:**Diary:**

Dispute

Work description.

Inspector(s): Victor Altamirano

Date: 011312

Weather: 40 degrees.

Field Work:

Workers continue to chase (line up) wires from PWS # 3 in the south deviation saddle (SDS). Per ABF, the strand lost slack when the strand was removed from the saddle. Wires were being chased yesterday morning and by the time they reached the end of the saddle, wires were lost and fell out of position.

Strand # 3 completed its final installation at 9:09am today.

Observation of strand # 3 installation at SDS:

-From the bottom end of the SDS, between temporary posts 1 and 3, I observed about 5' of red wire buried in beyond the front face of the first set of wires.

-Between posts 3 & 4, I observed about 4' of strand showing 12 wires in what appears to have the # 11 wire moved into the # 12 position. The same occurs between posts 6 through 8 where I observed 12 wires and not 11.

Jimmy's crew is working on repairing the plate that sheared off from the catwalk on the North side span.

They are also working on beefing up the plate on the South side span catwalk.

I observed that strand # 3 was about 10mm south from the centerline of the jacking saddle.

Hauling of strand # 4 started about 1245 today from its previous spot on the main span last night.

Jerry's crew from the west loop was prepping to receive strand by loosening up restraint system and strand support beam to correct position before strand # 4 arrives. Two welders were on the catwalk assisting on the plate used for adjusting / anchoring the catwalk.

Jimmy's crew was adjusting jacking system located at the bottom end of the NDS. These workers were also prepping to receive strand # 4. I observed that the rollers the rollers don't appear damaged prior for strand # 4 reaching the west loop. Workers installed pulley on the NDS on the top of the first rib of the saddle.

At about 1348, workers stopped the hauling of strand # 4. No work on the catwalk on the temporary plates on the north side span. New temporary plates were welded on the south side span on the catwalk.

About 1430, strand # 4 hauling continued and the primary haul frame made it to the NSS by about 1520.

The primary will be used to haul the strand after it has made it around the west loop. Note that no damage to PWS #4 observed during the transfer from primary to secondary hauling frame in the NDS. Workers finished connecting the leading end of the socket to the secondary hauling frame by 1538. Workers installed tape on the strand to help limit the strand from "bird cage." By about 1620, workers started to connect the socket to the transfer arm on the SDS after the strand leading end of socket made it around the west loop.

Office Work:

I wrote my diary.



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Altamirano, Victor

Diary #: 255

Date: 13-Jan-2012

Friday

Reviewed submittals related to PWS hauling.
My work hours: 11 hours with 3 hours OT.
Workers hours: 10 hours total with 2 hours OT.